NEW-YORK, SATURDAY, JANUARY 3, 1891.-TEN PAGES.

FOG WAS EVERYWHERE,

FATAL COLLISION ON THE ELEVATED ROAD. A PIREMAN KILLED-OTHER ACCIDENTS-BOATS

DRIFT HELPLESSLY.

The fog which lay over the city yesterday was extremely dense. It hung low like a gray veil, and was the cause of several accidents, one prov-

ing fatal. Flagmen were kept on duty along the tracks of each elevated railroad on account of the fog, and the locomotive engineers had instructions to run the trains with caution, but in spite of the precautions against collisions several trains came together where the fog was thickest. Only one collision was reported by the police, and that probably would have passed unnoticed had not a fireman received fatal injuries? The erash oc curred on the elevated railroad in Eighth-ave., near One-hundred-and-fifty-first-st., about 9 a. m A train of the Sixth-ave, line, drawn by locomotive No. 151, was moving slowly along on the uptrack, when it was run into by another Sixth-ave. train, drawn by locomotive No. 265. The fog at that point was so thick that Engineer George C Germaine, of the second train, could see only few feet beyond the end of the locomotive. said later that he was running the train at slow speed and looking ahead every moment. When he saw the end of the train ahead he applied the brakes, but the collision was unavoidable then.

The shock of the collision was great enough to break the platform of the rear car of the first train and crush in the tender and cab of Germaine's locomotive. Dewitt Kemmerer, a young fireman, was in the call with the engineer. He was crushed against the end of the boiler and both of his legs and one arm were broken and mangled. Germaine's escape from serious injury was remarkable. He had stuck to his post, and was trying to reverse the locomotive when the collision occurred. His lecomotive was of the old "box" pattern, the tender and cab not being sepbut supported together by the driving wheels, and the cab, being the weakest part of the trein, was crushed like an eggshell. Germaine was thrown nearly out of the cab window and one shoe was torn from his foot, but he was hurt

wreck was cleared away. Young Kemmerer was in a fainting condition when he was extricated from the wrecked calstation at One-hundre l-and fifty-fifth-st. From that place he was entried in an ambalance to the Manhattan Hospital, where it was necessar, to amputate his legs and are. Later the surgeon said he probably could not live more than a fer hours, as his injuries were fatal. Young Ker One-hur dred-and-fifty eighth-st., and his salar was said to be her only means of support. He die ! in the afternoon. The two trains in collision car ried only a few passengers, who were not hur and the cars were not damaged seriously. toad was delayed for an hour by that me collision

The blockade of trains also led to a collision One hundre band-throty fourth-st., where a Ninth ave, train ran into a Sixth-ave, train. Little if any, damage was lone, as both trains were nearly at a standstill when they enthe tegether, but En gineer Edward Tyan, of the Ninth-ave, train, wa hurled against the cab window and his hand was cut severely by broken glass.

All day a dense mass of vapor hung over the waters of the Bay and the rivers. It was denser even than the fog of the day before, and practically stopped contactes on the water. Down by Sandy Hook it was not so thick and further down the Jersey coast the bright was shone on smark ling waters and ships were reported from Long Branch, which when they reached Robbin's Rees had to anchor in a vapor as dense as that in the steam room of a Russian bath. It was in the Upe Pay and in the embracing rivers of Manhatta Island that the for was thickest. Commerce t. the value of millions of dollars was brought to: and put out from their piers wished they had not. Ferryboats, running at irregular intervals, went bumping along the piers of the river-front, hunting for their slips. When they found them there was a possibly effect produced by the dense fog. It seemed to the passengers on the ferry way leading to the street as if they were gazing through a tunnel filled with a substance which made things in the tunnel itself invisible, but be youd which, in a weight light, moving objects could

Up to sugget no steamer outward bound had

miled." Several collisions, none of them of a Orange, on her 3:15 trip from Barelay-st, for Hoboken, ran isto e tog which was towing a scheener down the river and was slightly damaged. The Staten Island terry boats Smithfield and Middletown, the former from and "rubbed neces" Esquiman fashion, about in the middle of the Upper Bay. Neither of them secrived serious damage. The tugboat Diamond same in collision with the Bedlow's Island boat Bay Ridge and knocked her stem off. The Elli Island launch started out from the Barge Office and after making two unsuccessful attempts to reach the island and bringing up each time at Casde Wil jamalinally gave up the attempt. The launch ens left at Governor's Island and her pessengers same back to the city by the Army boat, which and New-England transfer boot Maryland, with Washington, left Jersey City at 1:45 for Port Bord Bank, Asbury Park and Freehold. His ice is Houris. She wandered around, lost in the fog, for thout four hours, and finally sighted the Barge had to send to Canada for its supply because of the She then made fast to the Bedlow's kland landing at the Battery and remained there intil 5:40 p. m., when the fog lifted. Tug began cutting ice on all the fresh water pond loats which had put out, bound for some definite to sight the Barge Office, and were mooted four Turtle Will pond, a mile west of Long Branch City leep along the scawell there. At 5 %0 the for ifted and the delayed vessels were able to go on their ways. No incoming steamers were boarded resterday and no immigrants landed at the Barge

A slight collision occurred in the morning be rween a Pennsylvania Annex boet, plying be rween Brooklyn and Jersey City, and an unknown ressel in the fog. The damage to the Annex boat was triffing, and while it was not known how nuch the other vessel was harmed, as she veered

were behind time all day and part of Thursday sight. Superintendent McCoy, of the Hadson Division of the New-York Central road, said to a

Cribune reporter in the afternoon: Never in all my railroad experience have seen a fog that can be compared with this. All our trains are late, but we have been able to get them over the road with safety, and for that we are grateful. Passengers, seeing the langers as well, have not complained of being a feet and rising slowly. Several ice gorges have passed down, but everything in the city is quiet, with the exlifficulties of the situation and appreciating its that it is not safe to run trains faster than eight

er ten miles an hour. "Early this morning at Montrose, just south of if an hour and twenty minutes on the main line. Onto, On the Charleston, W. Va., division of the Baltimore and Ohio, the bridge of that company is in danger and the Kanawha is raging. Three bridges are gone and Ohio, the bridge of that company is in danger and the Kanawha is raging. Three bridges are gone and the Kanawha is raging. Three bridges are gone between Wheeling and Lewis Mills, and at 7 o'clock previous week and 322 for the corresponding week a between Wheeling and Lewis Mills, and at 7 o'clock previous week and 322 for the corresponding week as a specific previous w

half way to the end of his train, and a great waste of time was unavoidable. When it was necessary for him to go forward or back up a brakeman had to run to suffering.

Island and Martin's Ferry went out, three men on it being barely saved. Reports from up the Little Kanawha are ominous, and people on low Grounds are leaving home. Raifroad branches generally are suffering. back up a brakeman had to run to tell him what to do. The delay occurred at a most unfortunate time and place. In that hour and twenty minutes we stopped five expresses and five local trains, all bound to New-York. They kept piling up one after the other, and then had to feel their way down to the city in close order. I rode down from Peekskill on one of the engines and gained some practical knowledge of the fog as an obstacle to travel. If there was a train in front of us we never knew it. We could not see fifty yards to save our lives. All our cautionary signals were in use, and torpedoes were exploding under the whee's at nearly every revolution, warning us of possible danger ahead. We could not and of course were obliged to go very slowly so as to be ready to stop at an instant's notice. Our troubles were increased by the men in the signal stations being unable to tell whether we had reached a signal or not. Whenever we did get there we had to send forward a brakeman to tell them we were waiting for orders to go ahead.

became very tedious. "Our north-bound trains have been dispatched on time from this end, but all will be from twenty minutes to an hour late in reaching their destination: We are sacrificing everything to safety. The fog has played the mischief with our telegraph service, making it almost impossible to get a

was repeated all the way to New-York, and soon

message over the wires." The delays on the Harlem road were of little consequence, the fog being much lighter than on Trains on the New-Jersey roads were also behind

There was considerable delay to mails from the North and West. The New-York Central train due here at 7:50, with mails from Northern New-York did not arrive until 11:40 a. m. The Buffalo train was hindered even more, getting here at 12:50 p. m. instead of at 8:10 a. m., when it was due. The Chicago train, which ought to have arrived at 6:45 a.m., did not come in until 11:25 a, m., and the Pittsburg train due at 8:12 m, was two hours and twelve minutes late. The two trains last mentioned carry heavy mails,

The fog also caused Postmaster Van Coff trouble

nd business men here suffer much inconvenience

out Superintendent Beattle couldn't make it rain from the injured trainmen yesterday, show that taken a holiday. Perhaps the fog is to blame turn-table near the old Squirrel Woods, outside fifth was removed from Broadway, but the with the pigs of iron for many feet quantity left was sufficient to fill with anguish. The engineer and fireman had not had time to every soul that got mixed up with it. The same nump, and before they realized what had hapmight be said of rearly every prominent thorough- pened they were pinned down under the wreck fare in the city. The metropolis, to go straight to the point, was immersed in a dirty mud bath, bruised limbs. The other trainmen and the disgusting to the nostrils as well as to the eye. Is there no remedy for such a condition? Ten to one, New-York was the nostiest city in Langer and Fireman Dremer released from their

General joy prevailed in the Weather Bureau iver the exact fulfilment of Sergeant Jesunofsky's og prediction. "Our forceast has been borne out to the letter," soid the Sergeant yesterdor, with a smile of quiet satisfaction, "and we have timed the changes almost to the minute. This undoubtedly is not only the heavest fog we have the changes almost to the minute. This undoubtedly is not only the heavest fog we have the changes almost to the minute. The passengers were thrown the Brower House. The awning under the changes almost the Sturtevant House, the Gilsey mained apright. The passengers were thrown their bertles and controlled to the best of the train, consisting of two sleepers were flying in the west and were driven by the mained apright. The passengers were thrown House and the Brower House. The awning under

undoubledly is not only the heliviest for we have experienced in a considerable time, but in respect of longevity it is absolutely phenomenal. It has now lasted for nearly three days, and, so far as I know, established a new record. The centre of the general storm has shifted to Buffalo, and is making ratiol progress toward the St. Lawrence Valley. The rain and for hand allower the Ablantic Coast. The rain area extends from Oswego to Cleveland, thence down to Vicksburg, and from Vicksburg to Montgönery. Ala.: from Montgönery to Wilmington and from Wilmington right up the ceast to Eastport. Me. Right behind the for there is a cold wave, which will be with us to morrow morning, and force the temperature down to 18 or 20 degrees.

"There is some hope that the mists will lift late to-night," continued the Sergeant, "and give horbitists there is a unstant storm that threatens to pay us a visit and give Northwest there is another storm that threatens to pay us a visit and give New-York a few light flurries of some. During the lost thirty-six hours the temperature has steadily pursued an unward course. This morning at 8 a. m. it had mounted to 53 degrees, while the maximum up to now is 55 degrees, reached at 2 p. m. This is the highest temperature as trained since the beginning of the winter season."

The Western Union telegraph wires again, for the most part, worked badly all through the morning and afternoon. The effects of the leakage caused by the for were felt with crashing effect at all points in the South and Southwest. Concurrently with the rosement of the storm toward the coast the Western wires recovered their activity and worked with tolengthe smoothness, while the wires directly East or North have as yet been little affected by the for.

DEPRIVED OF THEIR SUPPLY OF ICE.

DEPRIVED OF THEIR SUPPLY OF ICE. Long Brauch, Jan. 2 (special). There is much in dignation expressed here over a sharp move made yes terday by the agents of the Moamonth Ice Company which practically cuts off the local supply of ice. Two years ago Justus F. Ralph, the proprietor of the Cole man House, at Asbury Park, and now treasurer of the American Cotton Oil Company, In New York, or sunized the Monmonth Lee Company. The company creeted awe cars, containing twenty-eight passengers from large ice-houses at Long Branch, Meamonth Beach, failure of the New Jersey crop. The recent rold weather produced good ice and the small dealers here began cutting when the ice was only four luches thick near Long Branch belongs to the proprietors point, and been obliged to give it up, were glad large hotels, with one exception. For many years old has been open to all who wished to cut lee. The local icemen began cutting ice there this week. An agent of the Monmouth company visited the owner and claused the exclusive right to cut see on the old for the present winter. Yesterday morning the ters employed by the local dealers found that the had been cut away and the ice was lying on the mi-bottom.

RIVERS SWOLLEN BY THE THAW. Cincinnati, Jan. 2.—With the Ohio River rising here at the rate of three inches an hour, and reports of rain and rising river from Pittsburg down, the prosects are good for a fifty-foot stage of water here way in the mist, it was not thought that any Price and the mist, it was not thought that any Price and the mist, it was not thought that any Price and the mist as the mist are good for a mity look singe of water here. The Ohio has risen about seventeen feet at Parkers burg, in the last twenty four hours, and the min and melting snow continue to pour late all the tributaries. Rain is reported up the Kanawha, causing that river price lebial time all they and part of Thursday. to rise rapidly. The Big Sandy and Guyandotte river-are rising rapidly, and log-booms are being broken and the logs floating down the river. The approaching cold weather, it is hoped, will prevent a disastron flood, unless it is too long delayed.

Norwich, Cong., Jan. 2.—The river at this place rising rapidly. At noon to-day, the water was leveled the tops of the docks, owners of the freighthouses along the water front, became alarmed and the freight which was on hand was quickly moved to place of safety.

Pittsburg, Jan. 2.-The river to night is twenty two the fog, which is so dense south of Poughkeepsie ception of Allegheny River men, who are drawing boats burg and Western tracks are covered, but it is thought the cold snap stopped the flood in time to save damage here at least. Heavy washouts are reported on th

THE BLIZZARD IN THE WEST.

Kansas City, June 2.-Dispatches from different parts of Kansas indicate the almost entire cessation of all but local railway traffic as a result of the storm. The Eurlington easthound passenger train is blocked on the prairie, eighteen miles north of Atchison, and the Missouri Pacific westbonnel frain is stalled north of Hiawatha. Relief trains with provisions and fuel were sent from Atchison to the through the huge drift. The easthound Rock Island westbound Union Pacific train has been unable to get beyond Brookville. No freight trains have been sent out from here since the storm began, and the passenger trains have all been equipped with two engines and snow ploughs. Minneapolis, Minn., Jan. 2 .- A dispatch to "The

of this morning has turned into a blinding snowstorm. One of the worst bilzzards ever known here is rag ing, and the weather is growing much colden. High mg, and the weather is growing many and weather in winds prevail and serious blockades on all railroads are inevitable. Reports from other parts of the state show the storm to be general."

St. Lonis, Jan. 2.—A dispatch from Abilene, Tex., says that a terrific windstorm blew there last night, doing great damage to buildings and other property. The root of one of the Episcopal churches was blown away, a number of houses were unroofed and others Then the block being opened we proceeded. This were blown off their foundations.

Tribune" from Cedar Rapids, Iowa, says: "The rain

A THUNDERSTORM AT ATHOL, MASS. Athol, Mass., Jan. 2.- A heavy thunderstorm lasting about fifteen minutes occurred here this afternoon The barn of C. Bryant, on the outskirts of the town, was struck by lightning, which also badly damaged

EVIDENCES OF A PLOT.

THE BINGHAMTON EXPRESS MAY HAVE BEEN INTENTIONALLY WRECKED.

AN INVESTIGATION BEING MADE AT PATERSON -PURTIES DETAILS OF THE WREEK.

Detective McKenna, of Hoboken, head of the secret service of the Delaware, Lackawanna and Western Railroad, was in Paterson, N. J., yesterday investigating the wreck of the Binghamton express heard talking to Chief Graul, and enough it learned to indicate that he had evidence of a plot to smash up the heavy through train with its by delaying ferry boats, and thus giving his men load of passengers. Although the latter escapeds injury, four trainmen were badly hurt, one of mently to catch the trains which start from whom is in danger of dying from his injuries

Further particulars of the accident, gathered age, where the escaping steam scalded their passengers rushed to the rescue in the darkness. mist and rain, and succeeded in getting Engineer following, from Hobeken, was flagged in time to their way. The injured men were at first made berths, and word was sent to the Paterson police station for the ambulance, in which the engineer, Morris Langer, of Washing ton, No. 1; the fireman, Smith Dremer, of the sam place; and the baggagemaster, Joseph Scanlon, of Binghamton, were removed to St. Joseph's Hospital, Paterson. A brakeman, Bernard Foster, of Ringhamton, who was in the smoking-car, jumped off the platform and cut ar ugly gash in his head bandaged up and then helped to care for his com-

The detective and other railroad men yesterday carefully examined the switch and found that somebody had removed two brass wedge-pins used

into the darkness. The loss to the railroad company is put at \$15,000.

Nothing could be learned as to a motive for the train-wrecking, if such it was, or whether any particular persons were suspected, the railroad people being close-monthed. At the hospital yesterday afternion it was said that Lunger's crushed leg would have to be amputated, and that Dremer, who was hart internally, was likely to die. Both men were also severely scaled and re, ceived minor cuts and bruises. Scanlon was doing well. A large crowd visited the scene of the week yesterday.

A DRUNKEN OPERATOR CAUSED THE ACCIDENT The wreck on the Eric Railroad at Ridgewood June tion, N. J., on Thursday night, was caused by ntor, Frank Kelly, who was drunk. He refused to surrender the tower, which was broken into upon orders from the train dispatcher. It took five men to overcome him, and he was bound hand and fool with ropes. An hour's delay was caused, but the damage was slight.

.... KILLED BY ELECTRIC WIRES.

St. Louis, Jan. 2 (Special).-James Hanlon, a Bell telephone lineman, was killed by an electric wire to 637 while at work on a pole on the south side of Olive st-He fell to the sidewalk forty feet below. The sigh was witnessed by more than 100 persons on the stre eighborhood. Hanlon had placed his foot on an elecinfation which the law compels the companies to use. Elmira, N. Y., Jan. 2.—An electric light wire caused its fasterings and had become extinguished. Darkness prevented Dr. S. O. Williamson from seeing the distruction, and he drove his horse upon it. The aniextricate himself, tore the insulating covering from the wire. Instant death resulted. It was necessary to stop the dynamos at the central station before the body could be released from the entanglement.

Two horses belonging to James H. Vonness were in stantly falled by an electric wire in East Mechanic st-yesterday. Mr. Vonness was driving the team, and furned from Mechanic st. into an alley near Ferry st., when both horses dropped to the flagging and lay still. Vonness, thinking that his horses had slipped on the ice, seized a trace, and received an electric shock that for the instant paralyzed him. Be valued the team at

A SLIGHT INCREASE IN PAILURES.

The business failures reported for the week by R. G.

TWO THEATRES BURNED.

A BROADWAY BLOCK IN FLAMES

THE FIFTH AVENUE AND HERRMANN'S DE-STROYED.

THREE HOTELS, THE GILSEY, STURTEVANT AND BROWER HOUSES, THREATENED - WALLS CROWDS OF EXCITED PEOPLE IN THE STREETS-NARROW ES-

CAPE OF FIREMEN.

A slight fire broke out in the Fifth Avenue Theatre last evening, and in some way it was thought that there was little danger. One of the two engines which had been called was sent little trouble. Soon after this, however, a series of terrifle explosions followed in Crook's ammunition and sporting goods store. so great that tore huge fragments from the buildings flames with a sudden rush to the roof of the the length of the block, and at the hour of going to press there was a solid sheet of flame from Twenty-eighth to Twenty-ninth-st., in Broadway, all the buildings there having caught

Avenue Theatre, saw smoke coming up through the flies of the theatre at 11:45 o'clock last night. He hunted for the fire, but could not He then went out of the building and sent an alarm. Engines came, but was a sudden burst of flame from the cellar, and the scenery was at once caught in the blaze.

Some of the performers had been smoking cigarettes in that part of the building in the lown one side of the theatre, which made a ter

The flames then extended to Herrmann's the roof of Herrmann's Theatre over the entrance when a terrific explosion took place, followed by a blinding shower of sparks. This was about fifteen minutes after the first explosion

The firemen were thus bemmed in, t.e. wall having fallen. Two of them fastened their hose to a chimney and thus descended McGinness fell back. Charles Johnson and William McCormack, of Engine No. 18, went up a scaling ladder to the roof and res-

time was tremendous. The flames appeared to leap 100 feet into the nir. Showers of sparks the flames. The window cappings of the Sturte-

vant House, opposite, caught fire. Chief Bonner at this time sent for more en gines. Herrmann had left his theatre before the fire broke out, but he got word of it in a few followed by her, he went into the building. The first thing that Mrs. Herrmann eaught up was one of her trained doves, she saying that she cared more for them than for the building. Mr. Herrmann was frantic The police helped lam to save some of his prop erty, but much of he most valuable trick paraphernalm was lost. The value of the articles burned was placed at \$20,000, and was said to ininde some of his best tricks.

After the explosion at No. 1191 Broadway the lames spread rapidly up the street, attacking it succession the following places of business: L Spero, tailor, No. 1103; O. B. Kirch, florist, No. 1197; Staten Island Dyeing Establishment, 199; Joseph P. Wessman, tailor, No. 1201 Honan & Son, shoes; Ireland's book store, and Slater's boot and shoe store, at No. 1185 Broadway The imminent danger to all dwelling houses in the rear forced their occupants to vacate them The wind was high, and the shower of sparks and flaming brands was terrific. The guests of the Sturtevant House were ordered by Chief Bonner to vacate their rooms, as the wind-driven sparks made the burning of the hotel momentarily expected. The police were in charge of Inspector Steers, and the reserves from the lower part of the city were called out. They had great difficulty in keeping back the immense crowds which surged up and down Broadway; and hoked up the cross streets. The excitement was ndescribable. All the portable property in the Gilsey House and the Brower House was gathered ip ready for instant evacuation of these hatels. Augustia Daly was sent for, as it was seen that a change in the direction of the

wind would carry the flames to Daly's Theatre. Miss Fanny Davenport lost her entire wardtobe, except a few things saved by a watchman At 1 o'clock the fire was rapidly spreading to the north, and twenty-eight engines were fighting it. All attempt to save the property on fire was given

DESCRIPTION OF THE FIFTH AVENUE.

H. C. Miner, the present manager of the Fifth Avenu Theatre, assumed control of it the first of last May. The previous manager was Engene Tompkins. Mr. prove and beautify the theatre throughout. purpose he employed J. D. Allen, of Philadelphia, as architect, and Emmart & Quartler, of Baltimore, decorators. This work was done last summer, and the house in its practically new condition was ready to the death of a horse in this city last night. An arc light at Main and Market sts. had dropped down from its fastenings and had become extinguished. Dark-ness prevented Dr. S. O. Williamson from seeing the the colors being aluminin and gold. The walls were finished in plaster-relief, in Elizabethan style, having designs of interfaced forms, with colors of peach, ivory, aluminia and gold. The wainscots were colred to barmonize with the rest, and above them were rich borders of aluminia and metals. The dome was of aluminia and gold, with ornamentation in colors. proscenium arch was richly decorated with aluminia nd gold leaf. A fireproof curtain cut off the stage from the auditorium and there was also an act drop. with a painting by Maoder & Schaeffer, representing

"The Pompetian Dance,"
The auditorium was fitted with luxurious seats known as "sleepy Hollow chairs," with high back up-holstered in crimson plash. In the centre of the dome was a fine chandelier with about 700 lights. All the arrangements for lighting the house combined gas and electricity, the Edison system being used. The Edison Company supplied about 1,500 sixteen candle power incandescent lights. Wilton sixteen candle power incandescent lights. Wilton here at two minutes past noon to-day. The vibration valvet carpets were used throughout the house. The was nearly north and south.

fittings of the stage were also entirely new, the scenery

being painted by Maeder & Schaeffer. The ground floor lobby opening an Twenty was decorated in oil and stippi eighth-st. work, with borders, while the celling was of fresco, with cloud effects and borders. The woodwork was decor ated in cream-color and ivory, finished with gold-leaf. Above, at the second and third floors. walls and ceilings were frescoed, with borders and wainscots in oil, all the woodwork being painted in harmonious hues. The ladies' drawing-room was adorned in similar style. The long lobby run ning from the Broadway entrance to the auditorium had its walls and ceiling finished in plastic relief, in Elizabethan style. This plastic relief work is an

The theatre opened in August, with Miss Cora Tanner playing in "One Error." This ran for several weeks and was followed by "Goggles" and "The Editor," neither of which was a success. Mr. and Mrs. Kendal then took possession of the hous and played an extremely prosperous engagement of eight weeks. Many of their audiences were among the largest ever assembled in the theatre, and they had another engagement of two weeks to be played in

expensive style of decoration.

the house in the spring. They were followed by Miss Margaret Mather, who presented for two weeks an elaborate production of "Joan of Arc." Miss Fanny Davenport appeared in "Cleopatra" for the first time on Tuesday of last week. Her production was extremely costly as to scenery and costumes, the total was said, to about Her engagement was for five weeks. was to be followed by a play founded on Rider Haggard's "Cleopatra," and by Mme. Sarah Bernhardt i Sardou's "Cleopatra," to be played, of course, in the

HERRMANN'S THEATRE.

The history of Herrmann's Theatre has been one of misfortunes and it has long been known as of the most unlucky of houses. It known at one time as the Galety. and afterward as Dockstader's Theatre. For some time it was devoted to negro minstrelsy under the direction of Lew Dockstader, but it declined in popularity and son thing over a year ago its affairs came to a crisis. as a last resort, but it failed, and after it had been performed twice Lew Dockstader disappeared from the city unexpectedly and the house was closed. After a of weeks it was opened the New Gaiety Theatre, with a play by Colonel Millihen called "Three Only Daughters." Th's failed also and after some calls from deputy sheriffs the house closed again, Alexander Herrmann, then assumed control renovated, rearranged worated it. It was fitted handsomely and comcrably and was adapted especially for light comedy

erformances.

The house opened with Miss Minnie Palmer and her sera company in "Suzette," which failed, and the sera company in "Suzette," which failed, and the sera company in the property of the Hermann's own entertainment, which has been left prosument.

THE PUBLIC DEBT STATEMENT.

REDUCTION IN DECEMBER OF \$11,000,000-RE-CEIPTS AND EXPENDITURES DURING THE

Washington, Jun. 2 (Special). The reduction in the public debt during December, as shown by the monthly tatement issued from the Treasury Department to-day, us \$11005,307. The total debt to day, less cash it the Treasury, is \$562,430,541, and of this amount \$619,010,740 is interest bearing debt, made up mainly d \$59,177,500 41-2 per cents and \$550,742,,700 4 canding. The principal of the outng 280,000 during the last calendar year-\$49,830,200 1 2s and \$42,450,800 is having been purchased and surplus in the Treasury to-day, including subsidiary coln, is \$57,571,812, against about \$53,000,000 on January 1, 1800. Of the surplus to-day, National bank depositaries hold \$24,199,872 against about \$41,000,000 a year ago. The Treasury gold coin and ullion assets to day aggregate \$200,020,214, a diverase of about \$1,500,000 during the last month. Silver as sets have decreased about \$100,000 during December and to day amount to 8335,031,125. Against the gold oin and bullion and silver assets, there are \$175,431. 560 in gold certificates and \$300,c55,778 in silver certificates outstanding.

Government receipts during December aggregated \$31,370,030, against \$29,505,504 in December, 1-80, and internal revenue receipts were \$12,944,173, or icarly #200,000 more than in December a year ago. steeripts from all sources, from July 1 to December I, the first half of the current fiscal year, aggregated round numbers \$211,900,000, or \$18,000,000 more use for the corresponding six months of 1880. stome receipts for the last six months aggregated 124,240,105, but for the next six months in the ag s from sugar duties during the last quarter of the arrent fiscal year, and \$5,000,000 from loss of revenue due to the extended free list and other changes under the new tariff law. Indications, however, point to a customs revenue of \$221,000,000 during the year. iont for the entire year are likely to reach \$117,000, 000, or \$4,000,000 more than the secretary's estimate

irst half of the current fiscal year were about \$11,000,ooo and will undoubtedly reach deable that amount by ernment revenues for the year will reach \$1.00,000, 1000, against \$100,000,000 during the preceding cear, netwithstanding a prospective loss of \$15.00.000 sugar duty revenue under the new tariff after the

first of next April.

(rovernment expenditures during the last six mouth
aggregated in round numbers \$200,000,000, or \$25,005. 000 more than expenditures during the exresponding dy months in 1889. Of this increase in expenditure compared with the first half of the preceding fiscal year nore than \$11,000,000 is due to prepayment of inte est n bonds redeemed, the payments for this account durng the last six months having aggregated #29,834,538, gamet \$18,002.020 during the first half of the preesting fiscal year. For premiums on bonds purchased during the last six months the Treasury has paid our sto.361,639, against \$15,459,183 from July to De-cember inclusive, in 1889, Pen for payments during the last six months aggregated \$60,001,079, against \$61,250,063 during the first half of the preceding fiscal

CONFESSION OF THE CHICAGO BANK ROBBERS. Chleago, Jan. 2.-Charles E. Mallen and Harry Featherstone, the South Chicago bank robbers, made a full confession to Inspector Hunt. "Peather stone," said Inspector Hunt, "detailed the planning and execution of the South Chicago job, and put on Mullen the responsibility of suggesting it. His story tallies perfectly with Beenett's and Corbott's. Feather also admits being concerned in the Allerton packing house robbery three weeks ago. Mullen confesses that he conceived the plan of the robbery, imparted his scheme to Featherstone and Hickey. Mullen's statement is corroborated by Featherstone's, and it verifies Bennett and Corbett in their plea that they were led into the robbery by Featherstone."

MR. INGALLS RETURNING TO WASHINGTON. Atchison, Kan., Jan. 2 .- Schator Ingalis left here for Washington last night, notwithstanding the snow storm and delayed trains. His departure was hastened by an imperative telegram from Senators Edmunds and Hoar that party necessity demanded his presence in the National Capital.

FUNERAL OF JAMES L. HUBBARD.

Norwich, Conn., Jan. 2.-The funeral of the late James L. Hubbard, the owner of the Hubbard paper mills in Greenville, was held this afternoon. The Rev. Mr. Nelson officiated. He leaves an estate of \$4,000,000 which is left entirely to his wife and

IT WAS FOUNDED BY " ZACH" CHANDLER. Detroit, Jan. 2.-The wholesale drygoods house of Allan Shelden & Co., founded nearly half a century ago by Zachariah Chandler, ye-terday coased to exist, having been desselved by mutual consent,

EARTHQUAKE SHOCKS IN CALIFORNIA. San Francisco, Jan. 2.—Two distinct earthquake shocks, with but few seconds' intermission, occurred

PRICE THREE CENTS. SENATOR CHANDLER TALKS

THE SITUATION IN NEW-HAMPSHIRE.

REPUBLICANS IN THE SENATE WILL STAND FIRM

-A CLOSUE RULE WILL BE ADOPTED AND THE ELECTIONS BILL PASSED.

Senators Chandler, of New-Hampshire, and Blodgett, of New-Jersey, both natives of the former State, and paired with each other on political questions before the Senate, were in New-York yesterday. Senator Blodgett was unwilling to talk for publication, but Senator Chandler spoke freely with a reporter of The Tribune. He said that he was on his way to New-Hampshire to be present at the meeting of the Legislature at Concord on Wednesday next.

"What is the political situation, and which party will control the Legislature?" he was asked. That depends upon the action of the Clerk. Mr. Jewett, in making up the roll of the House. He has not yet decided what to do, but if his decision of the legal questions leads to a Repub lican roll the Legislature will be Republican, and a Republican Governor and United States Senator

will be chosen. "Will the Democrats organize a second Legis lature?"

"Possibly; but they will have fewer members in their House at every stage and in every view of the membership than the lawful House will have, and they will have only a palpably bogus Senate, and will get recognition nowhere, while the Republican House will be recognized by the Republican Senate and Governor, and the new Republican Governor, Colonel Tuttle, will assume power without serious opposition. A Democratic rump Legislature and Governor would soon be laughed out of existence. Harry Bingham's strong desire to be a United States Senator may induce him to push forward his scheme for two State governments, but possibly the sober judgment of the Democracy may be against it, and a performaffice like that of the Senate steal of 1875 may

not be repeated." "But your Supreme Court meets on Monday; may it not make a decision which will give a

Democratic House?" I will not undertake to anticipate or predict what the action of the court will be. It may not take jurisdiction. The Legislature at the late the principles which should guide the Clerk is making up the roll, and this refusal to act seems to leave the Clerk complete power and discretion over the roll. It is very doubtful whether the court will undertake to control that power and to make a roll for the Clerk, whose diseretion as to every name exists up to the very hour on the morning of Wednesday when he calls the House to order. It is inconvenient, no doubt, to have this uncertainty existing, and the Legislature ought to have possed a law on the subject, but its failure does not seem to c cate jurisdiction for the judiciary to organize the legis-

lative branch of the State Government." "So you anticipate non-action by the court and a Republican organization of the Legislature?" "Unquestionably, if the Clerk decides the questions so as to make a Republican majority. I hope he will so decide, but I have not the slightest knowledge on the subject. soon know. It is of little use to speculate. You may well hope and expect to see New-Hampshire

THE FEDERAL ELECTION BILL "Will you give your idea of the situation in the Senate concerning the National Elections bill,

the closure rule, and financial legislation?" "That inquiry covers a great deal of ground. At the time of the Republican conference at Senator Cameron's house the Republicans were practically unanimous on all three measures. nimity on financial legislation, however, shortly disappeared. Senator Stewart's position that a bill to buy a limited quantity of additional silver would be a mere sop to speculators in silver has these hotels caught fire. The firemen and police Customs receipts during the last month were \$19,104. had some influence. Indeed, the silver men do not now seem to desire the purchase of any more and the President on free coinage. An issue to be debated before the people rather than a further limited absorption by the Treasury of silver, is their policy. On the other hand, it is felt by many Senators that the present opportunity should not be lost for the issue of a 2 per cent bond which may be the basis of National bank circulation. To this the silver men will not agree; and hence the defeat of Republican unanimity. There is the further feeling prevailing that the financial stringency is diminishing and that party legis'ation to meet a supposed emergency is not needed. internal resenue receipts during the last six months. For my part, I have given up any share in the aggregated \$75,022,7-5, but are likely to fall a little difficult task of making by law money at all times short of that amount during the last balf of the year. pleaty, and all prices at the same time very high for the producer and seller and very low for the layer and consumer. At any rate, there is no longer any agreement among Republicans on

"About the Federal Elections law-I expect to

financial begis ation.

see it pessed, but not without the prior adoption of a closure rule. It will require the abstention of fifteen Republican Senators or the votes against the bill of eight to prevent its passage. So large a defection does not exist. The Republican optees of free coimage who deem it of great importance to the silver miners of the country to keep the Democratic party as nearly as possible solid tor free coinage. The Democrats are so hostile to the Elections bill that they are about all willing to vote for free coinage in order to get the desired Republican votes against the Elections bill. There is no secret trade between the silver Republicans and the Democrats. The result is being worked out in open daylight, but the Elections bill will hardly be deteated. The deliberate abandonment of the bill by the Republicans of the Senate without an open test-vote would be equivalent to disbanding the Republican party; and when the test-vote comes there will be a Republican majority; small, possibly, but it will serve. In addition to those who prefer silver to free suffrage, there is here and there a Republican who seems to be very much troubled because he has just discovered that the voters entranchised by the Fifteenth Amendment are black; but when this class consider that the Republican party this class consider that the Replaneau party would never have existed and that they be meeted would have been obscurely out of other if the nearto had been white, they will become reconciled to his color and vote to finif! Republican piedges, even if these piedges were given to voters whose skins are black. It is too late to raise that point.

"As to the closure rule, it is impossible for any Senatorial majority to do without it, ander the changed conditions of American legislative procedure. A majority which consents to act only on those measures which the minority allow it to deal with its imbecile. Such is the present condition. It is no question of freedom or foll opportunity of debate. It is a question whether it is reasonable that a majority, after debate has been allowed, shall be permitted to adopt a measure without a contest of physical endurance. That is the alternative. It is time such a destructive method should be abolished and the power assumed by the majority at some time to close debate and do the business which the Nation's interests require should be done. When a just and fair closure rule is adopted in the Senate it will be seen that it harms no one, does not encroach of the right of free speech and full (chate, and is a method concerning legislation beneficial to the country.

"Under the present system of passing bills by "" would never have existed and that they to emelves

method concerning legislation beneficial to country.

"Under the present system of passing bills by sitting out the other side in a contest of physical endurance, the debate comes to be enturely one-sided. Speeches for the bill only hinder its passage and tend to accomplish the purpose of the minority. Under a closure rule both sides will take part in the debate, and the whole case will go before the country. Now The Record is occasionally filled with unanswered and apparently overwhelming reasons against the passage of a bill which the yeas and nays show was adopted by a large majority. Reasonable time for debate, the time divided country between the two sides, and the measure disposed of according to